

# CITY-COUNTY COMMON

County-City Building • 555 S. 10<sup>th</sup> Street • Lincoln, NE 68508

County Commissioners  
(402) 441-7447

Mayor  
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## A G E N D A

### CITY-COUNTY COMMON MEETING

Monday, August 1, 2005 - 8:30 a.m.

County-City Building, Conference Room 113

- I. MINUTES      Common Meeting on July 12, 2005
- II. PRESENTATIONS:
  - A. Airport Authority - John Wood (Air Service/Economic Development/Land Use) - 20 Min
  - B. RUTS - Roger Figard, Public Works; Don Thomas, County Engineer (Briefing) - 20 Min
  - C. Parks & Recreation Department - Lynn Johnson -(Long Range Funding for Parks) - 20 Min
  - D. Planning - Planning Commission's Actions on Comp Plan & LRTP - Update -30 Min
- III. OLD BUSINESS
- IV. NEW BUSINESS
- V. ADJOURNMENT

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## COMMON MEETING MINUTES

Monday, August 1, 2005

8:30 a.m.

County/City Building - Room 113

*COUNCIL MEMBERS IN ATTENDANCE:* Jon Camp, Robin Eschliman, Dan Marvin, Annette McRoy, Patte Newman, Ken Svoboda; *COUNCIL MEMBERS ABSENT:* Jonathan Cook,  
*MAYOR SENG:* In Attendance

*COUNTY BOARD MEMBERS IN ATTENDANCE:* Bernie Heier,, Deb Schorr, Bob Workman;  
*COUNTY BOARD MEMBERS ABSENT:* Larry Hudkins, Ray Stevens

### 1. MINUTES

- A. Approving Minutes from the July 12, 2005 Common Meeting - Postponed to The September Common Meeting

### THIS MEETING WAS SCHEDULED TO ADDRESS:

AIRPORT AUTHORITY (AIR SERVICE/ECONOMIC DEVELOPMENT/LAND USE)

RUTS (BRIEFING)

LONG RANGE FUNDING FOR PARKS

PLANNING COMMISSION'S ACTIONS ON COMP PLAN & LRTP - UPDATE

AIRPORT AUTHORITY (AIR SERVICE/ECONOMIC DEVELOPMENT/LAND USE) Mr. John Wood of the Airport Authority began his presentation by thanking the Common for having him come to share this information. He had four basic areas of interest to present, those being Commercial Air Service Issues, General Aviation, Military Aviation and the Air Park.

Commercial Aviation: In September, Northwest Airlines added Detroit as a destination, which is a great eastbound hub and a nice alternative to Chicago; There is KLM and Northwest in Detroit; and East Coast International Services to Asia and Europe. In the middle of May, Northwest added Memphis to our service list, making this our first southbound destination. Memphis is Northwest's smallest hub and offers good service to the Deep South, Florida, Mexico and the Caribbean markets. It also makes it easier to get to places like Texas. As those markets mature, there will be some stabilization. Detroit seems to be doing well for almost a year now. Memphis has just started. One of the reasons we got Memphis is that we were successful in getting a Federal DOT Small Commuter Air Service Grant which offers a needed cash access to help us through the first year.

Marketing efforts in that regard are focused on trying to make sure both the Detroit and Memphis routes are successful. In the last nine months the Airport Authority has been running service ads. He hoped everyone had seen the newspaper ads and billboards around the City. If people utilize the services, we'll be successful.

Other things we've done in the last year at the Lincoln terminal: We've opened new concessions, both food service and a gift shop last Fall. One terminal has everything from a sit-down style food service to an open food court. These changes have been well received by the general public at these locations and at the gift shop.

We continuously upgrade the security - some of which isn't visible to the traveler. We have a TSA on a daily basis. We've also added some restroom facilities. We will continue to do what is needed to keep the 35-year old terminal a modern facility.

In the General Aviation Area: Our three fixed-base operators are Duncan, Silverhawk and Hilaero. All seem to have come through the recession after 9/11 successfully, with few or no lay-offs. Now that the economy is picking back up, they seem poised for growth and one in particular has picked up market share in the aircraft modification segment of the industry. They probably aren't as busy as they'd like to be, but things are picking up.

Silverhawk, more of the local operator, is acquiring another aircraft for charter operations. In the past couple of years in the General Aviation area, we have built new, larger hangars for private storage - mostly for large turbo prop and corporate jet aircraft. We're stabilized in that area right now with about a 15% vacancy rate at the storage hangars. This seems to be a good place to be since it allows us enough vacancy to handle anybody that comes in. We're in the process of working with another tenant (not one of these three) on building another corporate-type hangar with construction to be completed sometime next year.

The Military: We work very closely with both the Air and Army Guard, not only because they're major tenants of the airfield, but they are also major employers. We were instrumental in helping the Chamber form a Military Affairs Committee in the last year. We've monitored the BRCC process very closely. BRCC stands for Base Realignment Closure Commission. The Air Guard, especially, was very close to being included on that list. We are committed to strengthening that relationship to help them seek out new missions in the future. There are some opportunities upcoming and Mr. Wood stated that he would encourage both the City and County officials to get involved and stay involved with the military and Congressional delegations in this area to strengthen the unit there, so at some future BRCC, these major tenants/employers don't end up disappearing from the scene in Lincoln.

We're talking to the Guard about hosting an air show next year. We are currently in the talking stages and it would be good timing since it's been about five or six years since we've had an air show. We're also going to play host to the 55<sup>th</sup> Wing and other flying units from Offit Air Force Base next year. One of Offit's

runways will be going down for some major maintenance work starting in the Spring thru the Fall, so their units will relocate to the west side of the Airport and operate out of our facilities. You may see a few more military aircraft in the air, coming and going.

Air Park: We've got close to 800 to 1,000 acres of Belt Industrial Park property in the old base area. It's all zoned Heavy Industrial and, of course, it's in the public domain. It seems to us that while past stewardship of the Park has been good, utilizing the buildings the Air Force left us, a few of those buildings that remain have reached, or are reaching, the end of their useful life after 50-55 years. The Airport Authority has torn many down through the years. In fact, we will be tearing one or two down in the next few years as tenants move out.

Since the DOD gave up that property in the mid-sixties, the City is finally getting big enough (250,000) to take advantage of the Industrial Park. Toward that end, we developed a Master Plan or Guideline document for modernization of the Park. We believe it will be a 20-30 year effort. We can't re-do the 800-1,000 acres all at once, but gave ourselves a guideline document to take a look at developing various uses within the Park. We also worked with the City Planning Commission as they did the Airpark West Sub-area plan in the Comp Plan last year and incorporated our changes in that. We've worked with them on what is happening on the Northwest 48<sup>th</sup> Street Corridor.

We have taken the first few steps in that redevelopment. We have underway right now work in Oak Creek that takes advantage of the bridges that have been replaced over the last 10-15 years. When that work is done at the end of this month and all the paperwork is filed with FEMA, we will have eliminated the floodplain in Air Park completely. So, that gives us a nice clean slate to do all sorts of things. We're also focusing on a first phase on 16 or so acres in the northern part of the Park that has service from the Burlington Northern rail spur. We're developing what we've termed a rail center there, which, ultimately, when completed, could house 8-900,000 square feet under one roof of rail accessible warehouse for light manufacturing. We're in the design phase of that project. We will lay the first up-graded rail spur next year and hope to build the first building next year as well, which will be an approx. 100,000 square foot industrial structure.

We're also still working on Bowling Lake. It's all drained, except for the most recent rain. The lake will be deepened and will be an urban fishing lake. We're working on a long-term lease for that area. It has been on a year-to-year lease, as have all the other properties out there for Parks, but because of a recent grant, we're looking at a long-term (perhaps 25 year) document.

Mr. Wood commented that this was a big over-briefing on Air Service, General Aviation, Military and Air Park Areas. The Board members take their jobs seriously and they are very pleased with the fact that the Airport is an economic driver in the community. He noted that he was open for questions from the Common.

Mr. Svoboda asked if the Master Plan for Air Park had been published yet. Mr. Wood stated that it had been and that he would get a copy to Common Members.

Mr. Svoboda commented that the City Council and the County Commissioners meet regularly on a quarterly basis with the School Board's elected officials - and occasionally we meet with our Planning Commission, appointed officials, but he did not, in his history on the Council, believe that we have ever met with your Board. Obviously, we share a great deal of interest and Mr. Svoboda wondered if, at any point in the future, Mr. Wood would feel it productive to have the Airport Authority Board meet with this body, (Common) and focus on airport issues to see what we can do mutually to advance the cause of the City of Lincoln. Mr. Wood thought that would be fine and would bring that thought to the Board's attention for consideration. Mr. Svoboda thought the Air Park was one of Lincoln's jewels and he wanted to make sure that the City utilizes the area to the best advantage to the City. He felt a more open working relationship and dialogue between the Airport Authority and the Common would help accomplish that goal. We could have

an initial meeting, then see what might be necessary after that. If more frequent meetings were necessary, we could make that determination. He felt this dialogue should be opened, because the Airport Authority Board is an elected body.

Ms. Eschliman commented that the land and buildings are leased at the Air Park. She wondered if the Board had ever thought of selling the improvements, or would that require Federal approval? Mr. Wood stated that the majority of the property that comprised the Air Force Base that was closed in the '60s was "Quit Claim Deed" by the DOD that carried some restrictions. One, it had to support airport operations; Two, as Federal pre-deeded land, if it were ever disposed of: a) they had to give their permission, and b) they had the right to keep the proceeds. So, we have never even entertained the thought of selling the property.

Ms. Eschliman asked if it was worth having our Congressman look into that and see if we could get permission for the Airport Authority to keep the money - or some of the money? She stated that this is an issue that we have on the economic development side - so many people want to own the improvements. Mr. Wood noted that that was true, but there are also a lot of industrial users who lease. He thought the two complimented each other. Having that property in the public domain allows us as public bodies to do some things and take advantage of an opportunity that might come along that private land owners wouldn't necessarily be able to do. Mr. Wood commented that the community, in his personal opinion, would need to consider that very carefully, assuming the Federal government would go along with what we would like to do. We wouldn't want to lose that control.

Ms. Eschliman asked if those regulations would extend to the areas where buildings have been torn down and where, potentially, you could re-build. Does that mean if you build a building, that must also remain a leased property. Mr. Wood replied that it would.

Mayor Seng thanked Mr. Wood for the fine service the Airport Authority provides so quietly and efficiently year after year for the City of Lincoln. Ms. Schorr stated that she was concerned about the statement regarding the BRCC list. She wondered what the City or County could be doing to build military mission opportunities? Mr. Wood noted that he felt that just making themselves, as governing bodies, more aware of the military presence and role in the community and developing ties with those entities would be helpful. As local elected officials, he felt they could have an impact and influence through the Congressional delegation to insure the stability of the Guard in our community.

Mr. Workman also thanked Mr. Wood for the zero property tax assessment. He didn't know if the general public was aware that the Airport Authority did have the ability to get money from the property tax funds and has chosen not to do that.

Mr. Marvin noted that he would like to see the Master Plan and asked if the passenger volume is tracked monthly? He requested a comparison, both regionally and nationally to the passenger volume out of Lincoln over the last five years, to see how we stack up in comparison. Mr. Wood stated that he would be glad to get that information to the Common members.

Ms. Newman thanked Mr. Wood and noted that she would investigate the possibility of making the Airport Authority more active in Common meetings.

RUTS (BRIEFING) Mr. Roger Figard and Mr. Don Thomas came forward to discuss the Resolution and nothing more, noting that the briefing would address only procedural questions. Prior to their presentation, Mr. Mark Bowen stated that, to keep on track with the Joint Public Agency, he would give the Common members a rough outline of the steps necessary to establish the Agency. The second page of the material is the resolution that needs to be passed as the first step. [See Attachments A & B] This would be the notification to the State that the City and County are approaching this decision to make the JPA. It has nothing to do with the actual Joint Public Agency Agreement which is negotiated later, after the resolution is passed by the bodies and acknowledge by the State. The Agreement would then be the next step.

Mr. Figard stated that the draft resolution presented to the Common today is the one written for the City and there will be a similar one written for the County. Each body will pass their own resolution.

Ms. Newman wanted to clarify that this has nothing to do with funding. If this is passed, the funding is a complete and separate issue. We can move forward with this immediately. Mr. Bowen answered that that was correct and that is all they are asking - to have this scheduled for both bodies to have this on their agendas - to express the intention of creating a Joint Public Agency, which would actually simply be the required notification to the State.

Ms. Schorr asked what the make-up of the JPA Board would be, wondering if other community representatives would be included other than just the two appointees of the Mayor and the two appointees of the County Board? Mr. Figard answered that initially it was agreed to have just four representatives - two from each entity. The RTSD has three each - that could be done. Mr. Bowen noted that this had been an option proposed in the initial discussion, noting that the Board make-up had not been finalized. It was noted that all of the representatives would have to come from the two bodies; community or other representatives would not be allowed.

Some funding questions were brought up, but deferred because this was not a funding mechanism. It was also noted that *which* projects were RUTS projects would be determined by the City and the County Engineers, who would then bring them forward to the JPA.

Mr. Svoboda asked if a public hearing on the creation of this agency would it be done with a Joint County/City Meeting, as was done on the Comp Plan? Mr. Heier asked if it was necessary to have a funding mechanism in place before the Joint Public Agency was confirmed? He did not know why the County Board would want to join this without that information. Mr. Figard stated that the explanation of the funding would have to be included in the Agreement.

Mr. Camp was concerned about the distribution of the monies once the Agency is set up. He did not want an agency that suddenly becomes a taxing authority with every surrounding community trying to get "their share". We need to be specific in what we're talking about doing.

Mr. Workman asked if this resolution being discussed only creates the Joint Public Agency. Mr. Bowen answered that the Joint Public Agency Agreement would create the Agency, not this resolution. The resolution only gives the State notification that the City and County are intending to create the Joint Agency. Mr. Workman noted that there are some Federal funds coming for the East Beltway which could be part of the Agency funding. Mr. Thomas noted that they had not seen the language that goes along with that \$500,000 to see to what it applies....it would go toward something related to the East Beltway. But those funds, as Mr. Bowen explained, would be from the City side. It is possible that it would not go through this Agency. Mr. Thomas noted that might be so.

Mayor Seng pointed out that the discussion was getting off-track. Ms. Newman reiterated that the resolution is simply Step One. Step Two would be the time and place to hammer out the details of the Joint Public Agency. If Step Two falls through, Step One will be moot.

Ms. Newman asked why the Mayor was appointing the two City representatives, wondering if the Council could appoint one. It was explained that the State Statutes set up the requirements.

The Joint Hearing on the Comp Plan will be held on October 3<sup>rd</sup>. It was questioned as to whether or not this issue could be postponed that long. It was agreed not to wait until that date. Mr. Svoboda stated that he would like to find a time in August or September when we could have a Joint Public Hearing of the two bodies at an evening meeting.

LONG RANGE FUNDING FOR PARKS Mr. Lynn Johnson, Director of the Parks & Rec Department, made the presentation. Mr. Johnson introduced Terry Genrich, the Natural Resources and Greenway Manager for the Parks Department.

Mr. Genrich began the presentation with information regarding acquisition of some open space in the County at this point, noting that he wanted to do a “big picture” presentation. He pointed out the areas that were adopted in the Comprehensive Plan and what was, at that time, called the Salt Valley Heritage Greenway, which is the green space along Stevens Creek, Salt Creek and that interconnected loop of open space - the Parks & Trail Corridor around the curve of the City.

It was noted that Parks Department has been watching with some interest the RUTS discussion that the County Board and City Council have been having. The State Statute also allows for Joint City/County Agency or Authority that would work on open space conservation. We think that in the future, there may be an opportunity for a similar collaborative effort that would work towards open space conservation or acquisition of park land and open space in the future, since you are developing a funding strategy, working toward implementation of that Salt Valley Heritage Greenway Plan. That plan is really guided by floodplain standards. This is a three prong approach, incorporating Floodplain conservation, some park land acquisition and trail corridor development and, including a fourth prong, preservation of flood plain areas. That is what we need to consider at some point in the future.

We want to talk more specifically about the greenway along the South Beltway. On the north side of the South Beltway, Mr. Genrich has done some very detailed analysis and study with the Department of Roads. There are some potential opportunities for developing a funding strategy for that.

Mr. Genrich reported that the County had been somewhat involved in the Beltway. The Council has become familiar with it as well. When the Department of Roads began working on the design of the beltway, we actually worked with them on identifying a corridor through there that would provide some green space, similar to what we have along I-180 at Roper Park. The criteria that we worked with in trying to develop how much green space was needed was what it would take to put a trail in the area to connect from the Jamaica North to the Homestead Trail on the West end to Stevens Creek and the greenbelt on the east end. Then we wanted to make sure it met the five-percent grade, which is an ADA guideline, and to have no more than 30 feet on the outside of that trail. So, that green space on the map actually shows the corridor. It shows a minimum amount of land we need in order to get a trail through there. At the same time, it will provide this greenway.

The acreage total for this project is 131 acres. On the very west end is Wilderness Park, where the trail will go through the park and connect with Jamaica North. The East end is on Stevens Creek, where it connects now. The other thing we asked is that there be a way that we can get the trail through there without having to cross any of the major arterials that go through the areas. They’ve identified boxes to go underneath bridges, so when they do their ramps and interchanges, those boxes will be included at that time. - It would be up-front in the design rather than the City having to go back and retrofit. There will be separate crossings at everyone of the major arterial sites.

There will also be three North/South corridors to get across. One will be the Jamaica North; Homestead on the West; 54<sup>th</sup> Street - we’ve requested a platform on the bridge when they cross 54<sup>th</sup>; then underneath the beltway at Stevens Creek where the greenway will cross the South Beltway. That will give us three north/south connections.

Mr. Genrich noted that the greenway does have corridor protection, which is really along the lines of the amount of protection they need for the South Beltway. So, whatever they require for the South Beltway, the greenway is within that corridor. The issue is that when Codes gets a building permit, or something along that line which will signal the fact that the land has come up for sale, that will trigger the Department of Roads to actually go out there and acquire that parcel - and we’ll need to be there at the same time to acquire the land for the greenway.

Mr. Johnson stated that Mr. Genrich has been working to develop a funding strategy. He noted that there were about three different pieces. He explained that the County Board has committed \$200,000 over about a three year period. The NRD has also committed funding to this. The opportunity that the City has, and this is the first time that the City Council has heard this, is the Sesostri Shrine has made an offer to purchase a piece of property that the City owns that we will begin working through the process. The Parks & Recreation Advisory Board will see it at their meeting this Thursday. As soon as they say `yes, it makes sense', it would then go to the West "A" Neighborhood Association. Then it would go back to the Parks & Recreation Advisory Board for formal action; then through the Planning Commission and the City Council. He thought the City Council would see this in an October or November time-frame. We're estimating that this could generate about \$450,000 which would then be some funding that the City could use to begin acquisition of the land along the South Beltway greenway.

Ms. Newman asked for a cost estimate on this project. Mr. Genrich stated that, just a guess, would be probably about 1.5 million to 2 million dollars. The price of land is going up daily. Some of the land is actually in the floodplain, which will help on the costs somewhat.

Mr. Svoboda asked, in scale, how does this compare to the green space that we have along Highway 2 - roughly? Mr. Genrich stated that some places along the corridor it would be close to that - other places, it would be wider - compared to Roper Park. If you look at Roper Park, as you come off of Highway 34 going south, it's fairly wide at the north end, but at the south end, it narrows down quite a bit - that is about what this would be. Mr. Svoboda thought this would be very similar to what we have on Highway 2 where it opens up to the park at 40<sup>th</sup> & Highway 2. Mr. Genrich agreed that that was correct. He felt this plan was preliminary, because as development goes out into that area, it might be that some of the sections could be squared off - maybe more land could be acquired for additional open space as part of the development. There is nothing done until it's done.

Mr. Johnson commented that we've talked about this being this generation's opportunity to replicate what happened along Highway 2 and Highway I-180 with Roper Park. In Mr. Johnson's estimation, these are two very significant greenways that this community was able to preserve as those areas were developed. When you drive through a lot of communities, they don't have that kind of open or green space along their entryway corridors. These corridors contribute significantly to the character that Lincoln has.

Mr. Workman noted that the only arguments that one could give against this might be a lack of ability to do a commercial development right up against that beltway. Personally, he did not see that as a problem, with any kind of reassurance that that will not be a problem. Mr. Genrich noted that he did not believe it would be an over-all problem, but would be one of those issues that have to be worked through as they come up....and try to make it work as best we can. A green space along there would probably be advantageous to the appearance of Lincoln as people are coming into the community, as well as an advantage to whoever it is that develops adjacent to it. A green space could probably enhance any development along the corridor.

Ms. Newman asked if the Parks administration had talked to the State and the Federal governments on this, wondering if there were some way that it could be extended on their dollar? Or are we just never going to get to that point? They've talked about getting the bikes off of Highway 77 - is there anyway we can deal with some sort of "bigger picture" asking if there isn't some way that we can extend the State/Federal right-of-way, and somehow do it together. Mr. Genrich noted that is the approach used as they entered this project initially - trying to incorporate this into the State & Federal right-of-ways. They were not willing to do that - there would wind up being a fence between what they own and the greenway. If anyone knows of any opportunity like that - it would be great. We did check into the Enhancement Funds and they are not for acquisition, but for development. Once we get the land, then we can start development.



Mr. Johnson noted that Land and Water Conservation funds that could potentially be used. He had just seen a memorandum go through that indicated that it will be funded again this year, but at about 60% of last years funding. Lincoln's per capita share of that is between \$50-70,000 per year. We've thought a lot of that would go towards Antelope Valley over the next several years, and it isn't a huge funding source; but it does make a dent in some smaller projects, but something on this scale - that funding wouldn't have much of an impact.

Ms. Newman asked what the next step would be. Mr. Genrich noted that they just need to continue whittling away and trying to find funding from different agencies. He added that they appreciate what the County has done, and hoped that they could work with the City Council. He reminded that Common members that they had planned on going for an open space bond issue, and had moved forward with that this Spring. We were hoping to use of the funding for that - we have another bond issue in the budget for about another year-and-a-half to two years out. That could be used for property along the beltway as well as the open space plan. We're working with County Ecology in creating a ranking system for each parcel of open space that becomes available. This would determine the priority and how valuable it is. We're working through some of those issues now as we continue to try to find funding for these things.

Mr. Marvin asked if the 131 acres along the South Beltway wouldn't be selling for about \$20,000 per acre. Mr. Genrich confirmed this amount, noting that it would be even more when we get to the West Beltway, though it would probably be a little less when we get to the East Beltway.

Ms. Schorr noted that it was surprising how few property owners were involved in this planning. There were perhaps only five or six - not a huge number. Mr. Marvin asked, for comparison's sake, if they weren't paying much more for the acquisition of park land within the City, with Mr. Johnson noting that it is between \$150-200,000 per acre. He stated that they try to avoid that, but for the land for the Heartland Gardens project, we're paying between \$50-60,000 per acre. We negotiate that up-front and that is part of the development agreement.

Ms. McRoy asked about the City's piece of land that would be coming up for sale. Mr. Johnson noted that about two years ago, we acquired 55 acres of land on the southeast corner of the intersection of West Van Dorn and Coddington Avenue. It is the piece on the north side of the trail - about 15 acres - that the Shriners would be interested in purchasing to develop a 30,000 square foot community center which would be essentially a kitchen, a big meeting room and office space. They would make the facility available to the community for use of the rooms. They'd have a practice field there that they would practice marching on, which they've also said they'd make available for community soccer practices, etc. Their vision is that it would end up being a park, so there seems to be a real kind of synergy here between the two entities.

Mr. Heier commented that, even though the beltway does not follow Stevens Creek, in most places, the NRD is acquiring the easements on those floodplains. Is it mandatory that your open space be located next to the beltway, or can you just utilize the easements of the NRD is purchasing? It seems like a double whammy that the two entities have to have separate right-of-ways. Couldn't we just use the Stevens Creek easements? Mr. Genrich stated that he thought that was a possibility. He noted that the East Beltway might look a little different than the South Beltway, just because of Stevens Creek - because the creek meanders all around and the greenway corridor along there will look somewhat different. We are trying to work with the NRD on their easements...especially as development comes on line. Usually the time we start putting trails into areas is when development gets to that area. Mr. Heier noted, then, that most of the money would be going into the South Beltway area. Mr. Genrich agreed.

Mr. Johnson added that it really is a strategy that we've talked about. A lot of this could be floodplain conservation easement, then we prioritize through this process that Mr. Genrich was discussing, identifying which pieces are most critical for acquisition. Buy that land piece, then leave the rest of it in private hands in the conservation easement. Most of the private AG land in the County is in those floodplain corridors, so if some of that land can continue to be farmed, that's a good thing....then we let somebody else do the

management of that land. Mr. Heier noted that we have 800 acres already purchased on the east side. ...between the two trails. So, has anything been done with that - has the NRD been approached on that? Mr. Genrich stated that they had just had general discussions, but had not put any detail into it. He added that it looks like it's time to do that.

Mr. Johnson noted that what they have not been acquiring is public access easements, so we will have to work with those property owners to get trail easements down through there. At least the land is conserved at this point. Mr. Heier noted that it seemed logical to utilize government lands rather than buying new lands for government use. Mr. Johnson agreed.

Ms. Newman noted that the City Council members were taken by surprise by this news, but thanked Mr. Johnson for the presentation.

PLANNING COMMISSION'S ACTIONS ON COMP PLAN & LRTP - UPDATE - Mr. Marvin Krout, Planning Director, came forward to make the presentation. He commented on the discussion regarding utilizing the October 3<sup>rd</sup> meeting as a possible meeting for some other purpose....pointing out that it is merely a workshop meeting. He stated that it was a Super-Common Meeting with this kind of a format again to come back as a Comp Plan Update. It is not a public hearing date. He did not think there would be a joint hearing with the City Council and the County Board on this for many months.

Mr. Krout explained that they are in the 2<sup>nd</sup> month of what they expect to be an 18 month process updating the Comprehensive Plan and the Long Range Transportation Plan, five years after the last adoption date. We're looking at it as a course correction more than a complete over-haul of the Plan. But, we are going through the process with the Planning Commission and we're here to talk to you about some of the general assumptions that were made last time and whether or not those still ought to hold true as we look into the future.

The Planning Commission has been reviewing assumptions and working on developing scenarios. We're taking those and trying to understand their impact. We'll come back to the Planning Commission and the general objective is to update and expand, probably, the service area for the year 2030. The Service Area in the Comprehensive Plan today is for the year 2025. So, you can expect to see some expansion in that area. When that decision is made, the Planning Commission will go on with more detailed review of the Land Use Plan and the Transportation Plan and other policies in the Comprehensive Plan.

He added that, at the same time, we are beginning to go through the process of visiting with all of the villages in Lancaster County. We've met with about nine of the twelve. We'll be visiting with them again in the process and it is interesting to see where they all are - and for some, it's a different place than they were five or ten years ago. Some of them are experiencing growth pressure. We're talking about acreages and the areas around their perimeters and how to deal with those issues. We'll probably at some point summarize where we are on the status report with those villages - separately. One way or another, some are working on their own comprehensive plan updates themselves. We'll try to incorporate the changes that they see in their environs into the Over-all Comprehensive Plan.

Mr. Duncan Ross came forward to discuss the assumptions that the Planning Commission has talked about. [See attached "Assumptions for Future Service Limit Scenarios - Attachment C] Mr. Ross outlined this material for the Common members. The Planning Commission validated these initial Assumptions for us and we've been able to utilize and develop them for our planning purposes. We've also done the Annual Indicator Reports created in the 2002 version of the 2025 Comp Plan for the last three years, keeping close tabs on different and varied rules and assumptions and trends that have been identified in the Comp Plan and are occurring in the community.

The Planning Commission did retain these assumptions that were developed for the 2025 Comp Plan. The Planning Department's recommendation to them was in light of the fact that we have not experienced any significant trend changes that would be different in the 2030 Plan from the 2025 Plan, though there are peaks

and valleys from year to year for a number of these variables, but no significant change. We will continue to see peaks and valleys for the next 25 years to 2030, but overall, these are the assumptions for the Update that we needed to start with.

Three things for which these assumptions will be used: The First - defining the amount of land needed to accommodate growth. This is one of the first things we'll be doing. The Second - is a play on the first assumption - providing a basis for transportation modeling. We'll soon be handing off land-use data for our transportation analysis, too. The Third - is the one that you hear about most often and that is the determination of our infrastructure requirements over this planning period. Based upon these assumptions at the beginning of the process, at the end, we're able to identify how much it will cost to implement the plan in terms of roads, sewer and water. That's probably some of the more important items on a Comp Plan Update. [Here the Assumption sheet was reviewed - Attachment C]

Mr. Heier asked what the difference was between a 'residential' acre and a 'total' acre? It was noted that a residential acre is just those areas that are for residential purposes only. Within a square mile, there are 640 acres. After eliminating the acres required for industrial, commercial zoning, parks, roads, etc., there remains approximately 480 acres for residential use - residential acres. The residential areas are being built at three dwelling units per acre.

Mr. Marvin noted that there would be huge savings if we were developing at six units per acre instead of three and asked why that might not be done? Mr. Krout noted that there would be huge savings on both the capital and the operating sides to have double the population in the same area. We've looked for ways to encourage that higher density. There is some denser housing being built, but there are only a very few communities in the country that say you have to develop at a minimum density. We're working with the private sector to meet market demands. If market demands are not being met, the development will likely occur outside of the City. Mr. Marvin felt there was a transition [toward higher densities] going on across the country because of the cost of land. Mr. Krout answered that that is part of what the Planning Department is trying to do, to make sure we don't make it more difficult to build at higher densities.

Mr. Krout noted that they are going through the update process every five years. If we see a trend that is sustained, and would be moving at a higher density, then five years from now, we might adjust it, noting that we may not need that much land over 30 years after all. At this point we want to make sure we are not underestimating how much land we'll need over that time period. Mr. Henrichsen noted that this annual review is a venue we use to make sure that the assumptions are valid and effective tools for our planning purposes.

Mr. Henrichsen reviewed the Three Scenarios for 2030 Future Service Limits. This information has been routed to all of the departments and Planning is now waiting for their feed-back. This information will be included in a report to be distributed August 31<sup>st</sup>. There will be a public open house in September where the public would have a chance to see the comments from the various departments and learn more about the specifics within each of the Scenarios. The Planning Commission will then have a briefing September 14<sup>th</sup> to be followed by public hearing at a regular Planning Commission date where there would be testimony on each of the three scenarios. We'd ask the Planning Commission at that point to adopt, at part of this draft working Comprehensive Plan, a single Future Service Limits Scenario. Then we would have a Super Common Meeting, with the Common and the Planning Commission on October 3<sup>rd</sup> to discuss that one single Future Service Limit.

In reviewing each of the three scenarios for the 2030 Future Service Limit [See Attachments D, E & F], Mr. Henrichsen noted that the Planning Commission can accept any one or any combination of the three for the final 2030 Future Service Limit. This Limit encompasses about 128 square miles. For comparison, the current Lincoln City Limits encompasses about 82 square miles. This would add approximately 46 square miles beyond the current limit. About 4 square miles of that additional land are areas such as Wilderness and Pioneers Parks - non-developable land. There are at least approximately another 40

square miles. Much of that land is currently AG or vacant land that may be available for development sometime within the next twenty-five years. Not all of it has water and sewer today, but this is the area that we're already working on to provide the water and sewer under the current 2025 Comprehensive Plan.

A small portion of our future dwelling units and future commercial development within the next twenty-five years will occur in the downtown and Antelope Valley area which is represented by the small circle in the middle of the maps. Existing floodplains and floodprone areas are noted on the maps along with some of the acreage areas and natural resource areas such as the Nine Mile Prairie and the wetlands, and other environmental resources such as the landfill in the northeast area of Lincoln.

Mr. Henrichsen explained that between the 2005 to 2030 Projected Additional Development the Population was increased by approximately 115,00; the Residential Dwelling Units would increase by approximately 53,000; the commercial development would increase by approximately 30 million square feet; and the industrial development would increase by approximately 1700 acres. To accommodate that potential growth out to the year 2030, it would be maximizing the Future Service Limit - up to 100%. So we thought if we were looking for about 25% beyond our projected need for Residential and Commercial, and even another 25% beyond for the Industrial, just to have some new sites in better areas, is why we came up with looking at adding eight square miles, or having a FSL of 136 square miles. That is reflected in Scenarios Two and Three.

In 2001, as the current Comp Plan was being developed, we looked at a whole series of different growth Scenarios. We looked at going along Transportation Corridors, growing all in one direction, going multiple directions, and what was eventually adopted was a multiple direction growth pattern. That is what is reflected on development Scenario Two. We've added some very specific areas that add up to eight square miles in the northwest and along Highway 34. An area between 40<sup>th</sup> and 56<sup>th</sup> Street is already reflected in the Scenario which was already adopted as part of the Annual Review. That is already shown and included in our Future Service Limit, so that area is not under review. But an additional 300-400 acres have been proposed by the same property owner to expand that area that had previously been adopted between the landfill and North 40<sup>th</sup> Street to about Bluff Road.

We would add an additional area in Stevens Creek beyond the seven or so square miles that we already included to the East. It adds some additional land on the south side near the Beltway. So, for Scenario Two, we add in several key spots - mostly in areas where we would be expanding water and sewer lines that we'd already be providing to an area. In Stevens Creek to the Cardwell Branch to the south, we continue to extend the sewers beyond the year 2025 going out to the year 2030.

To offer a traffic study comparison, we developed Scenario Three with adding eight square miles, but all to the east. So, we added a large area to the northeast just south of Cornhusker Highway between the floodplain area of Stevens Creek out to the Beltway. There would be an area around "O" Street along the East Beltway out to 134<sup>th</sup> Streets and a little more area in the southeast portion of Stevens Creek - this would be about eight square miles. This expansion would give us a different picture in terms of traffic impact with all the growth being in one area. This is not something that the Comprehensive Plan is encouraging, but we thought for our purposes of comparison, it was worth investigating.

Ultimately, what we envision, as we get comments back from the departments, we will have split these areas and identified them into smaller subareas so that each department can give us very particular comments on the sub-components. It is quite possible that the Planning Commission may merge some areas from the separate Scenarios into one new single Future Service Area. Within each, with both having eight square miles, with different areas being considered, overall if Scenario Two were combined with Scenario Three there would be about 14 square miles (with one area jointly noted in both). That would be a considerable addition beyond what we would need going out to the year 2030.

Ms. Newman asked if there were a price differential between Scenarios Two and Three. If development is done in one area, does the Planning Department then know what the difference would be for water/sewer? Mr. Henrichsen noted that the departments would give them more of a general idea rather than a very specific dollar amount. We're only giving them about three weeks to look at these and provide input. We do anticipate comments regarding general expenses related to the different areas of expansion. He noted that sometimes what is more expensive for water is cheaper for sanitary sewer. For roads there may be challenges in all of the areas; or there may be some potential such as going out along Highway 34 there might be a four-lane roadway in place that would not be a cost - as it would be in other areas. Ms. Newman noted that with government, there is never an easy answer.

Mr. Camp asked for a population growth estimate for the downtown Antelope Valley area. Mr. Henrichsen stated that what they would be looking at would be the addition of about 2000 dwelling units from now out to the year 2030 in the downtown Antelope Valley area. Mr. Camp observed that on Draft Scenario Three, growth northeast, whether that is where we want to grow or not, that is where the market currently exists. That option has to be focused upon. Mr. Henrichsen noted that all of the options have been encouraged by those who have viewed them....there has been a lot of interest in multiple expansion areas around town.

Scheduling the Super Common on October 3<sup>rd</sup> was discussed briefly.

OLD BUSINESS - None

NEW BUSINESS - Mayor Seng commented that Mr. Svoboda had received a call from Senator Hagel and the Senator wanted to meet with all of the elected officials from both bodies on Wednesday, the 17<sup>th</sup> of August. The meeting schedule was discussed briefly. The meeting would be held at 10:45 a.m. to approximately 11:30 a.m. in the County-City Building.

ADJOURNMENT - Bernie Heier moved adjournment. The motion was seconded by several Common members and carried by unanimous consensus of those Common members present. The Common meeting adjourned at approximately 10:00 a.m.

Submitted by  
Joan V. Ray, Council Secretary  
commonminutes080105

## I. STEPS TO CREATE THE JOINT PUBLIC AGENCY

7/18/05

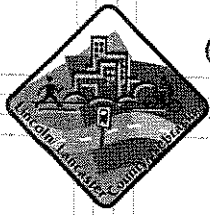
1. The following action will need to be taken during a City Council meeting and County Board meeting:
  - A. City Council and County Board adopt a resolution determining there is a need for a joint public agency. The resolution shall be published in three issues of local newspaper.
  - B. City Council and County Board shall pass an agreement that sets forth the purposes and funding mechanisms of the Joint Transportation Agency.
  - C. The Mayor and County Board shall each appoint two (2) representatives and ~~alternatives~~<sup>ties</sup> to the JTA Board.
  - D. The representatives of the JTA Board shall adopt a statement of creation.
2. Within 30 days after such action, the governing body of the JTA shall submit a statement with the Secretary of State.
3. If the statement conforms to the requirements of the Joint Public Agency Act, the Secretary of State shall record it and issue and record a certificate of creation. Upon issuance of this certificate, the existence of the joint public agency as a political subdivision shall commence.

**DRAFT**

Introduce:

RESOLUTION NO. A-\_\_\_\_\_

1 BE IT RESOLVED by the City Council of the City of Lincoln, Nebraska that there exists  
2 a need for the creation of a Joint Public Agency as provided for in the Joint Public Agency Act,  
3 §§ 13-2501 - 13-2550, Reissue Revised Statutes of Nebraska, as amended. The public agencies  
4 initially participating in the Joint Public Agency shall be the County of Lancaster, and the City  
5 of Lincoln, Nebraska. The Joint Public Agency is being created to provide for the design,  
6 acquisition of land, and construction of improvements for the Rural to Urban Roadway  
7 Transition Program (RUTS) and the design and acquisition of land for the East Beltway.



Comp Plan/LRTP  
**2030**  
UPDATE

Attachment C

**Assumptions for  
Future Service Limit Scenarios**

**Comprehensive Plan and Land Use Assumptions**

Per Planning Commission on June 22<sup>nd</sup>

**1. 1.5% County Population Growth Rate Compounded Annually**

|      |                             |         |                      |
|------|-----------------------------|---------|----------------------|
| 2030 | Lancaster County population | 391,225 | (+140,934 from 2000) |
| 2030 | City of Lincoln population  | 352,601 | (+127,020 from 2000) |

**2. City/County Population Split**

90 % of the County's population will be within the City of Lincoln  
6 % in acreages, other farmsteads, and unincorporated towns and villages  
3 % in incorporated towns and villages  
1 % in farms

(Note: 352,601 Lincoln population is technically 90.127% of the County population of 391,225 – the same ratio as in 2000.)

**3. Employment Growth Rates**

Assume annual employment growth rate remain of:

- A. 2.5 percent for manufacturing/industrial
- B. 2.0 percent for F.I.R.E. (Finance, Insurance & Real Estate) and services
- C. 1.5 percent for the public sector

**4. Development Density in New Growth Areas**

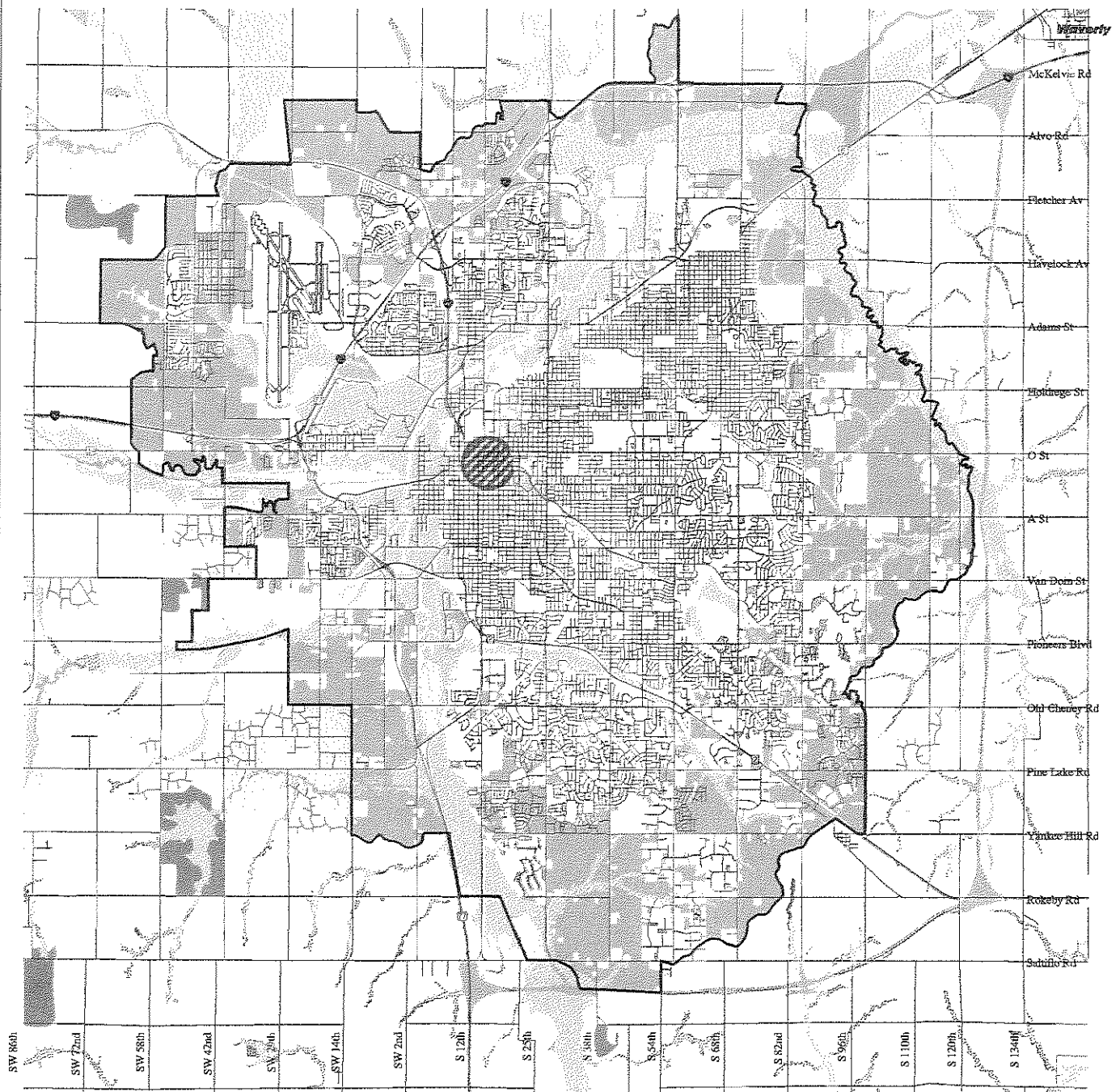
Assume residential density in the new growth areas at **3 dwelling units per total acre**, which is the same as 4 dwelling units per residential acre.

**5. Development in Established Areas**

Assume additional dwelling units will be built in Downtown and Antelope Valley area during the planning period. There will not be any intensification in established urban neighborhoods.



# DRAFT SCENARIO 1 - 2030 FUTURE SERVICE LIMIT

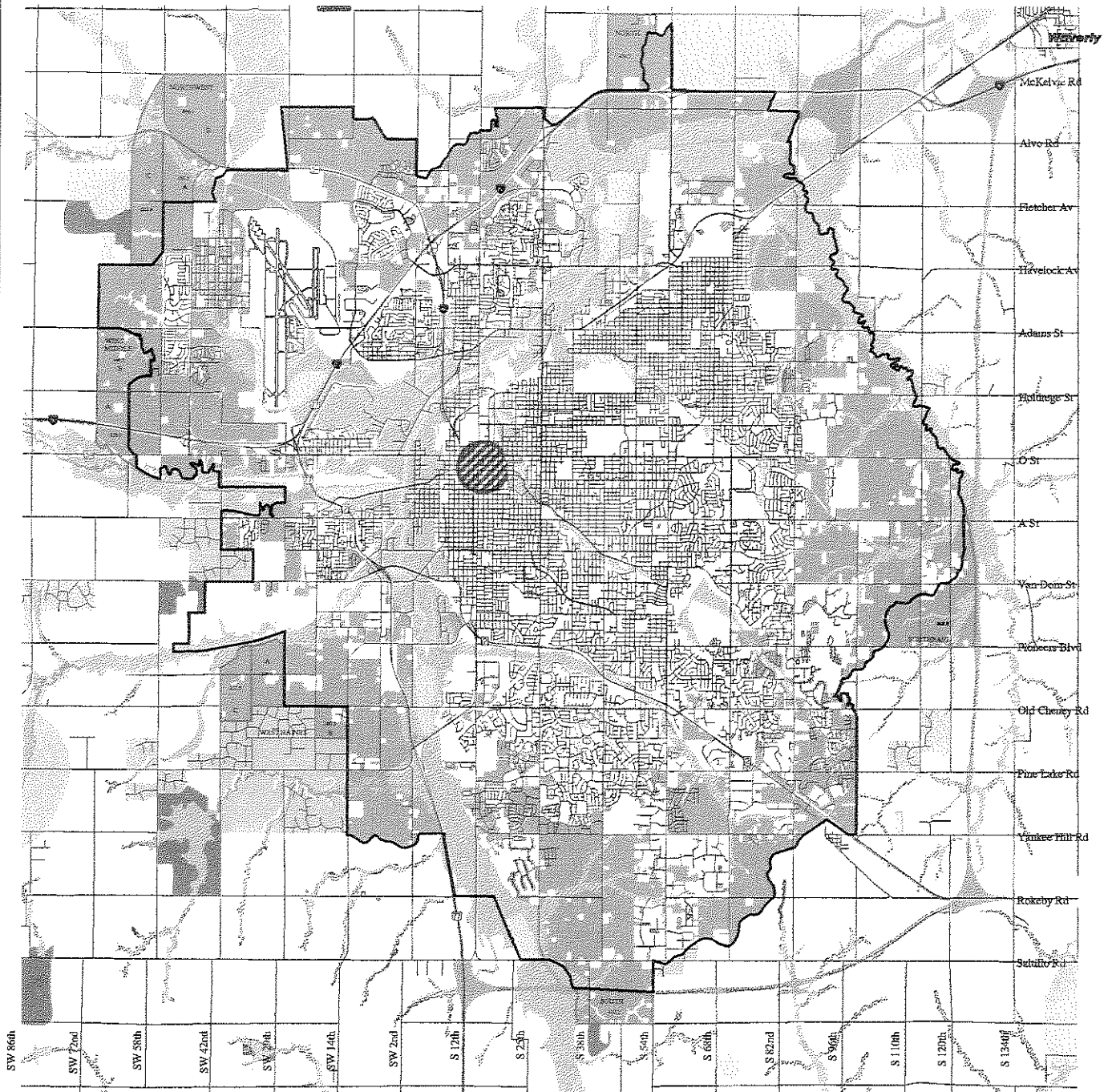


## LEGEND

- |   |                         |
|---|-------------------------|
| — Existing Future Service Limit         | Future Land Use         |
| Vacant and Agricultural Land            | Residential Low Density |
| 100 Year Floodplain / Flood Prone Areas | Environmental Resources |
| Floodway                                | Public / Semi Public    |



# DRAFT SCENARIO 2 - 2030 FUTURE SERVICE LIMIT

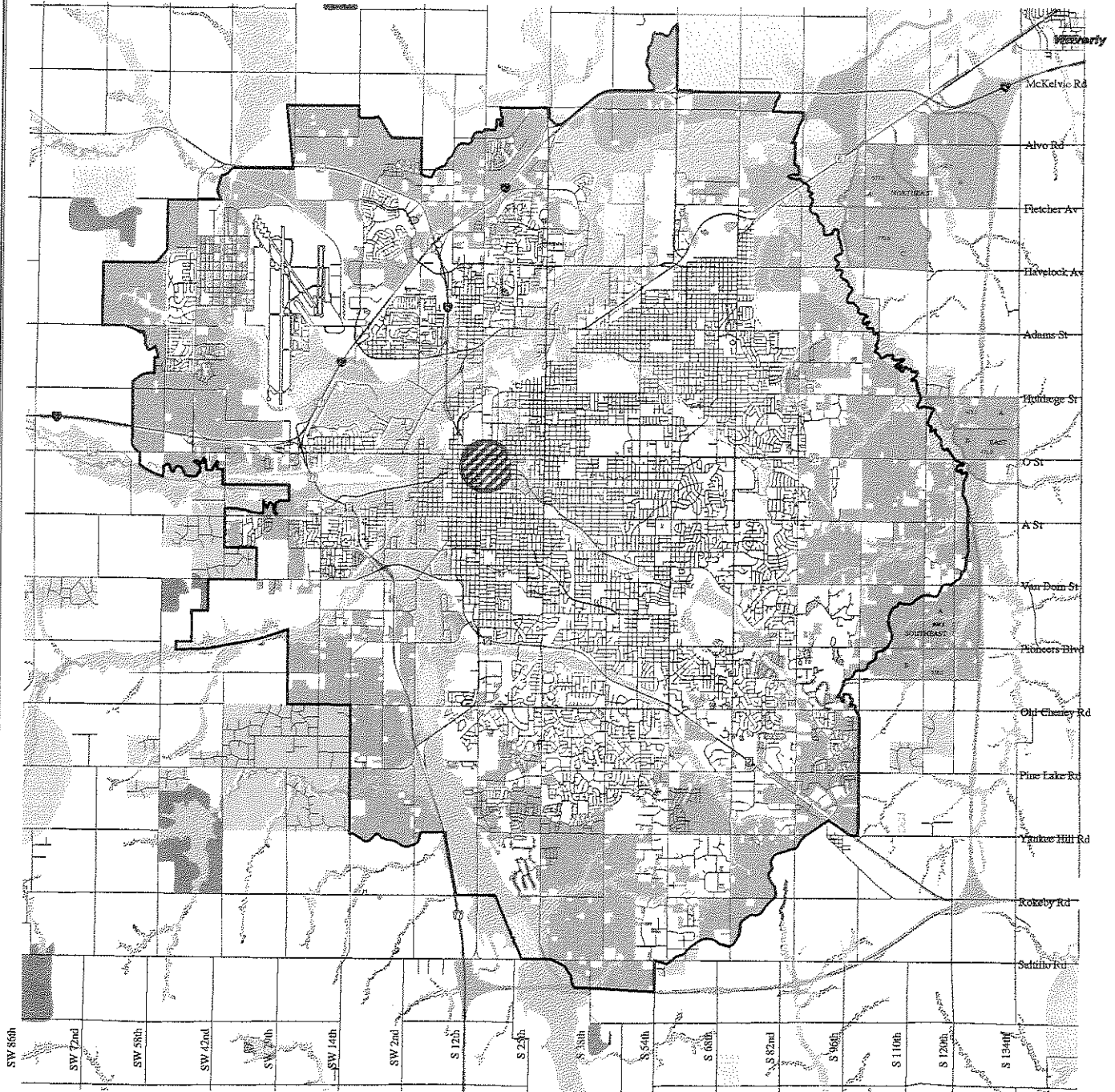


## LEGEND

- |  |                         |
|--|-------------------------|
| Existing Future Service Limit              | Future Land Use         |
| Vacant and Agricultural Land               | Residential Low Density |
| 100 Year Floodplain / Flood Prone Areas    | Environmental Resources |
| Floodway                                   | Public / Semi Public    |
| Proposed Additions to Future Service Limit |                         |



# DRAFT SCENARIO 3 - 2030 FUTURE SERVICE LIMIT



## LEGEND

- |  |                           |
|--|---------------------------|
| — Existing Future Service Limit              | Future Land Use           |
| ■ Vacant and Agricultural Land               | ■ Residential Low Density |
| ■ 100 Year Floodplain / Flood Prone Areas    | ■ Environmental Resources |
| ■ Floodway                                   | ■ Public / Semi Public    |
| — Proposed Additions to Future Service Limit |                           |

